

OUR JOURNAL DEPARTMENT
HAVING BEEN ESTABLISHED
WITH A LARGE STAFF
OF THE LATE ENGLISH
AND AMERICAN NOVELISTS,
WE ARE PREPARED TO EXECUTE
ORDERS FOR FANCY WORK WITH
NEATNESS AND DESPATCH, AND OF
VERY MODERATE RATES.

CHINA MAIL OFFICE.

The China Mail

Established February, 1840.

No. 10,278

號九十月正年六十九百八千一英

HONGKONG, WEDNESDAY, JANUARY 29, 1896.

日五十月二十年末乙

PRICE, \$2.50 PER MONTH.

AGENT FOR THE CHINA MAIL

LONDON.—F. ALDER, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STEPHEN & CO., 30, Cornhill. GORDON & GOURNAY, Ludgate Circus, E.C. BATES, HENRY & CO., 37, Walbrook, E.C. SAMUEL DUNCOM & CO., 100 & 104, Leadenhall Street. W. M. WILDE, 161, Cannon Street, E.C. ROBERT WATSON, 169, Fleet Street.

PARIS AND EUROPE.—MAVENCE, FATHER & SON, 18, Rue de la Grange-Bateliere.

NEW YORK.—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS.—BEAN & BLAKE, San Francisco.

AUSTRALIA, TASMANIA AND NEW ZEALAND.—GORDON & GOURNAY, Melbourne and Sydney.

CEYLON.—W. M. WILDE, 161, Cannon Street, E.C. A. POTTER & CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore.

CHINA.—MAIZO, A. A. DA CRUZ, AMY, N. MOATHE & CO., LIMITED, Foochow.

HEMING & CO., Ningpo; LAM, GOWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, \$21,000,000;
SUBSCRIBED CAPITAL, \$2,500,000;

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. H. STOLENHOFF, Esq.
CHAN KIN SHAN, CHOW TUNG SHAN,
Ho, KWAN HOI CHUEN, Esq.
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months fixed 5%.
Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, \$21,500,000;
SUBSCRIBED CAPITAL, \$2,125,000;
PAID-UP, \$2,500,000.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

ON NEW FIXED DEPOSITS.—
For 12 Months, 4%;
For 6 Months, 3%;
For 3 Months, 2%;
Deposits Renewed on Old Terms.

J. W. E. TAYLOR,

Manager, Hongkong.

Hongkong, December 18, 1895. 228

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP, \$300,000;
RESERVE LIABILITY OF SHARE-HOLDERS, \$90,000;
RESERVE FUND, \$35,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4%;
For 6 months, 3%;
For 3 months, 2%.

T. H. WHITEHEAD,

Manager.

Hongkong, September 18, 1895. 840

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$10,000,000;
Reserve Fund, \$5,500,000;

PROPRIETORS.—\$10,000,000.

COURT OF DIRECTORS.—
J. KRAMER, Esq.—Chairman.

A. MCGRATH, Esq.—Deputy Chairman.

H. J. BELFORD, Esq.; S. C. MUNIBAHAN, Esq.;

G. B. DODWELL, Esq.; D. R. SASEON, Esq.;

M. D. EASTON, Esq.; R. SHAWAN, Esq.;

R. M. GRAY, Esq.; N. A. SIEB, Esq.

Chief Manager.—T. JACKSON, Esq.

MANAGER.—Shanghai: J. P. WADDELL, Esq.

LONDON BANKERS.—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG.—INTEREST ALLOWED.

On Current Account at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits.

For 12 Months, 4%;

For 6 Months, 3%;

For 3 Months, 2%.

T. JACKSON,

Chief Manager.

Hongkong, December 29, 1895. 342

TERMS: VERY MODERATE.

Consultation Free.

SHANGHAI.—T. JACKSON, Esq.

HONGKONG.—T. JACKSON, Esq.

TERMS: VERY MODERATE.

Consultation Free.

HONGKONG, April 8, 1896. 343

Business Notices.

LANE, CRAWFORD & Co.
(MUSICAL DEPARTMENT)

PIANOS
FOR SALE, HIRE OR MONTHLY
PAYMENTS.

MANDOLINES, from \$10 upwards.

SOLE AGENTS for the Celebrated
VINACCIA (ITALIAN) and WASHBURN
(AMERICAN) MANDOLINES and GUITARS.

INSPECTION INVITED.

Dressmaking.

THE

HONGKONG TRADING Co. respectfully remind their
Customers requiring DRESSES for the MASONIC
BALL, Feb. 17th, or Costumes for the RACES, that all
Orders should be placed early, owing to the CHINESE NEW YEAR
falling on Feb. 13th.

HONGKONG TRADING Co.,
Nos. 1, 3 and 5, D'AGUILAE STREET.

AQUARIUS.

An absolutely Pure
SPARKLING TABLE WATER.

Per 1 doz. Quarts \$1.75, less \$0.50 for empties returned \$1.25.
Per 1 doz. Pints \$1.00, less \$0.25 \$0.75.

Caldbeck, Macgregor & Co.,
SOLE AGENTS.

15, Queen's Road.

THE HONGKONG HOTEL

provides

FINEST ACCOMMODATION.

BEST OF FAIR,

FIRST-CLASS LIQUORS.

Most Central Position in City.

Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY,
LIMITED,**
HONGKONG HOTEL—PRAYA.

**BELL'S Special
ENGINE and CYLINDER
OILS**

Have given excellent results wherever tried.
W. JACKSON,
Manager.

KELLY & WALSH, LTD.

USEFUL BOOKS OF REFERENCE.

WITAKER'S ALMANAC FOR 1896.
HAZEL'S ANNUAL
EVERY MAN'S OWN LAWYER, 82.00
A TELEGRAPHIC CODE, 3.50
A B C, Do., 9.00
SKELETON, Do., 6.00
DICTIONARY OF QUOTATIONS, 4.00
DICTIONARY OF DOMESTIC MEDICINE AND SURGERY, 6.50
229] ALL THE LATEST WORKS OF FICTION.

THE HONGKONG BUTCHERY,

Nos. 11, 13 and 15, Central Market.

PRIME BEEF and MUTTON,
CORNED BEEF and TONGUES.

AUSTRALIAN PICKLED HOG'S TONGUES.

AMERICAN BUTTER in Rolls and Pats.

GAME, &c., &c., &c.

SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM.

Hongkong, December 2, 1895. 2244

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR STEAMSHIP. DATE. REMARKS.
LONDON, &c., Pekin, Noon, 30th Jan., *See Special advertisement.*
SINGAPORE AND BOMBAY, *Hyderabad*, Noon, 31st Jan., Freight or Passage.
JAPAN, *Verona*, Noon, 31st Jan., Freight or Passage.
LONDON, via MARSEILLES, *Aiden*, About 7th Feb., Freight or Passage.
SHANGHAI, *Mirrapur*, About 10th Feb., Freight or Passage.
LONDON, *Palawan*, About 16th Feb., Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, ALF. WOOLLEY, Acting Superintendent.

Hongkong, January 28, 1896. 227

Don't use

Boiled Soap

for the

Toilet.

Vinolia Soap

"VINOLIA" IS A REFINED SOAP.

It keeps the complexion fresh

and clear.

No other Soap has received

such high awards as "VINOLIA"

SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES.

VINOLIA CREAM (For Itching, Pimples, &c.) and VINOLIA POWDER (For the Complexion).

W. POWELL & Co.

HONGKONG RACES.

SPECIALITIES IN DRESS MATERIALS.

SILKS, SUNSHADES, GLOVES,

&c., &c., &c.

W. POWELL & Co.

Hongkong, January 25, 1896. 198

THRIFTS ENAMEL COMPOSITION, FOR IRON-WORK, SHIP'S HOLDS, BEAMS, BUNKERS, &c.

ITS ADVANTAGES ARE:—

It is good covering power.

One coat is sufficient.

Applied as ordinary paint and dries in a few minutes.

Preserves steel or iron from corrosion and withstands gaseous and atmospheric influences.

Invaluable for lower holds and bunkers.

Preserves a highly polished surface of a bright red colour.

Sole Agents for China and Japan.

WATTS & Co.

Entertainments.

THEATRE ROYAL,
CITY HALL,
THE HONGKONG AMATEUR
DRAMATIC CLUB
WILL GIVE
TWO PERFORMANCES
OF
'TRIAL BY JURY'
AND
'Creatures of Impulse,'
ON
SATURDAY, 8th February,
MONDAY, 10th February,
Commencing each Evening at 9 p.m.
premieres.

TICKETS can be obtained at the THEATRE Royal, or and after Monday, the 3rd February, at 10 a.m.
Booking Office opens each day from 10 a.m. to 4 p.m.

PRICES \$3.00, \$2.00 and \$1.00.

The Public are Remind that NO CHITS
WILL BE TAKEN at the Booking Office.
LATE TRAINS 15 minutes, after each Perfor-

mance.

Hongkong, January 27, 1890. 218

Notices of Births.

SOUTH BRITISH FIRE AND MARINE
INSURANCE COMPANY.

MESSRS. ARNOLD, KARBERG &
Co. have This Day been appointed
SUB-AGENTS of the above Company.

1st January, 1890.

S. J. DAVID & Co.,
Agents, Hongkong.

WITH Reference to the above we are
prepared to Accept FIRE and
MARINE RISKS at Current Rates.

ARNOLD, KARBERG & Co.,
Sub-Agents.

NOTICE is hereby given that

MR. ALFRED F. O. KRAUSS, and
MR. PHILLIP BERNARD
SCHMACKER

Retired from our Firm on the 31st
December, 1890, and that

MR. FRIEDRICH CARL PAUL
SACHSE.

MR. CHARLES ERNST RAYNER,
MR. GUSTAV ADOLPH DEGENER,
BÖNING.

have To-day been ADMITTED PARTNERS.

CARLOWITZ & Co.

Hongkong, 1st January, 1890. 1

Auctions.

VALUABLE LEASEHOLD
PROPERTY,
SITUATE AT THE PEAK, VICTORIA,
HONGKONG,
TO BE SOLD BY
PUBLIC AUCTION,
ON

THURSDAY,

the 30th January, 1890, at 3 o'clock p.m.,
at the premises,
WELLBURN MOUNT KELLET ROAD,
BY

MR. G. P. LAMMERT, Auctioneer.

ALL THAT piece of GROUND, situate at
the PEAK between Mount Kellett and
Aberdeen New Road, Hongkong, abut-
ting North on Government Ground and
measuring thereon 83 feet, South on
Government Ground and measuring
thereon 128 feet, East on Government
Ground immediately adjoining Aberdeen
Road and measuring thereon 274 feet
and West on Government Ground im-
mediately adjoining Mount Kellett Road
and measuring thereon 245 feet containing
in the whole 27,500 square feet re-
serving in the LAND OWNERS AS RURAL
BUILDING Lot No. 87.

TOGETHER with the Capital MESSAGE
or TENEMENT erected thereon known as
"WELLBURN" consisting of A BASEMENT
7 feet high.

1st FLOOR, DRAWING ROOM, DINING
ROOM, 3 BED ROOMS, with BATH ROOM
attached to each BED ROOM, and a DRYING
ROOM recently added.

OUT OFFICES consisting of KITCHEN,
BOS. and OOCLES ROOMS, GAS and
WATER laid on.

There is also a full-sized TENNIS
COURT.

HELD for the residue of a term of
75 years from the 8th February, 1888,
SUBJEC to the payment of the Annual
Crown Rent of \$61 per annum and to the
performance of the Crown Covenant to be
performed in respect thereof. Subject also
to the Annual payment of \$1 per annum
to the Government, being a fine measured
from the Capital Message Road to the mid
Line of the said Road on the North side
thereof from Aberdeen Road. Subject also
to the existing lease from the
1st day of April 1890 for a term of 2 years
at the monthly rental of \$10, exclusive of
taxes.

The Message has only recently been re-
rooted and thoroughly repaired and is
well protected from typhoons, facing South.

The Location is one of the best
parts of the Peak, giving an uninterrupted
view of the Village of Aberdeen and by
luminously beneath, and extensive views
of the sea and islands in the distance.

For Further Particulars and Conditions
of Sale, apply to

MATTHEW J. D. STEPHENS,
Vendor's Solicitor,
18, Bank Buildings, Hongkong,
or to

GEORGE P. LAMMERT,
Auctioneer,
Duddell Street, Hongkong.

PUBLIC AUCTION.

THE Undersigned will LET by Public
Auction, on

SATURDAY,

the 1st day of February, 1891, at 3 p.m.,
on the Spot.—

THE S. E. V. E. R. A. L. L. O. T. S.

NUMBERED 1 to 18

On Plan to be erected at the Auctioneer's
Rooms, for ERECTION of BOOTHS
and MATSHEDS on the GOVERNMENT
GROUNDS adjoining the RACE COURSE,
North of the GRAND STAND ENCLOSURE.

TENTS, CLOTHES, &c.

For Condition of Sale, apply to

J. M. ARMSTRONG,
Auctioneer,
Duddell Street, Hongkong.

PUBLIC AUCTION.

THE Undersigned will LET by Public
Auction, on

SATURDAY,

the 1st day of February, 1891, at 3 p.m.,
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and MATSHEDS on the GOVERNMENT
GROUNDS adjoining the RACE COURSE,
North of the GRAND STAND ENCLOSURE.

TENTS, CLOTHES, &c.

For Condition of Sale, apply to

J. M. ARMSTRONG,
Auctioneer,
Duddell Street, Hongkong.

Hongkong, January 29, 1890. 102

Notices to Consignees.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP ETON,
FROM ANTWERP, LONDON AND
STRATFORD.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
the HONGKONG & KOWLOON WHARF &
Godown Company, at Kowloon, whence
and/or from the Wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 29th Inst.
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 25th Inst., or they will not be recognized.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 29th Inst., at 3 p.m.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, January 23, 1890. 184

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. BELONA, Capt. von BINZER,
having arrived from the above Ports,
Consignees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
aforesaid.

Optional Cargo will be forwarded unless
notice to the contrary be given before
No. 100 To-DAY.

Any Cargo impeding her discharge will
be landed into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWN Co., Ltd.,
and stored at Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 1st Feb.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 1st Feb., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, January 27, 1890. 206

Tu-day's Advertisements.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

The Steamship
Foudou,

Captain BLAUBURNE,

will be despatched on

FRIDAY, the 31st Instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 29, 1890. 223

CHINA NAVIGATION COMPANY,
LIMITED.FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. OCEAN, Captain H. FORMES,
having arrived from the above Ports,
Consignees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
aforesaid.

Optional Cargo will be forwarded unless
notice to the contrary be given before
3 p.m. To-DAY.

Any Cargo impeding her discharge will
be landed into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWN Co., Ltd.,
and stored at Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 4th Feb.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 4th Feb., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, January 29, 1890. 230

Tu-day's Advertisements.

TAKE CARGO AND PASSENGERS

TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BELGIC (via Amoy),

Nagasaki, Kobe (Sunday, Feb. 2,

Inland Sea and

Yokohama.....

Coptic (via Nagasaki),

Kobe, Inland Sea (Tuesday, March 3,

at noon,

Honolulu.....

For Freight or Passage, apply to

SIEMSEN & Co.,
Agents.

Hongkong, January 29, 1890. 231

Tu-day's Advertisements.

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.FOR LONDON VIA SINGAPORE,
PENANG, &c.

The Co.'s Steamship
Katsou,

E. WARHILL, Commander,

will be despatched as above on or about the end of February.

For Freight, apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, January 29, 1890. 101

Tu-day's Advertisements.

NAVIGAZIONE GENERALE
ITALIANA

(FILOM & RUBATTINO UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG & BOMBAY,

Having connection with Company's Main
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LIGURIA,
and GENOA; also VENICE, TRIESTE,
ALL MEDITERRANEAN, AFRICAN, LEVANT,
AND SOUTH AMERICAN Ports, up
to CALLAO, taking cargo through
to PERSIAN GULF;

LEBANON; also BARCELONA, VA-
LENCE, ALICANTE, ALMERIA and
MALAGA.

The Steamship
Bengal,

Captain DONOHOE, will be
despatched as above on

TUESDAY, the 4th February, at Noon.

At BOMBAY the Steamers are discharging
in VICTORIA Dock.

For further Particulars regarding Freight
and Passage, apply to

The Japan Beer Brewery Co., Tokyo, has declared a dividend for the second half-year at the rate of 15 per cent. per annum.

As we go to press there is an alarm of fire, but we are informed by the police that it is only a grass fire near No. 8 Police Station, Bonham Road.

The Nagasaki Express understands that the s.s. *Calderon* on her return trip from Yokohama, will be the last of the Meiji Maritimes boats to call at Nagasaki.

Vessels in the Docks:—At Kouloou—H. I. G. M. S. Kaiser, Kong Beng, Doris, Chowta, Namou.

Consortium—Rhodora, Ancon, On Sang.

Aberdeen—Ohina, Crown of Aragon.

The bearing of the case against Messrs. Watts and Co., Ice House Street, for having in their possession on 10th January, 11 lb. of prepared opium without a valid certificate for the same, was concluded before Mr. T. Sercombe Smith at the Magistracy yesterday. Mr. Denney, who prosecuted on behalf of the Opium Farmers, said it had been conclusively proved that a man named Lum Sun Yau had purchased from Mr. Watts a large quantity of stuff called 'Vegetable Extract,' which had been submitted to Mr. F. Browne for analysis, and he had avowed positively that it was opium. Mr. E. J. Grist, for the defendant, said that Lum Sun Yau had ever gone to Messrs. Watts' office. One tin of extract was stolen, and no doubt it was sold to the Opium Farmers. He submitted that it was not prepared opium as it should contain at least ten per cent. of morphine. His Worship said although there was no actual evidence before him as to Mr. Watt's course of business he would take a lenient view of the case and content himself with finding that this 'Vegetable Extract' was prepared opium as defined by the Ordinance, and inflicted a nominal penalty of \$10, with \$5 costs.

A CRUSADE is in progress in Shanghai against porous drain pipes. The *China Gazette* ascribes the cause of the increasing epidemics of filth disease in the Settlements to the Portland cement porous drains, and calls for drain pipes 'well glazed inside and out.' In 1893, over two miles of these defective drains were laid down, and over four miles in 1894; and it is presumed the estimate of total 13,140 for the 1895 drizzle will be exceeded. The Model Settlement, it would appear, suffers from its drains as well as Hongkong. Our Shanghai contemporary concludes:—'Before the Council expend any more money on this department, it would be submitted, well to have a committee of independent experts examine into the new system, which seems to us to be a fatal mistake, and one which, if persisted in, will take a great deal of money, and cause an infinite amount of malarial complaints and an increase of such dirt diseases as typhoid, diphtheria, and small-pox, before it is remedied. Better have no pretence at drains at all than continue to lay drain-pipes through which the disease-laden sewage of these over-crowded settlements simply filters, but don't at all.'

Mr. Nakagawa, of Tokushima Prefecture, has accomplished the compilation of a project to start in Formosa a Coal, Sugar, and Railway Co., and he has been consulting with some leading residents in the principal towns of the Empire. The project proposes to construct railways connecting the coal and sugar districts with the ports of export—Japan Mail.

The Queen of Portugal, who has long been known to have a strong predilection for medical studies, completed recently the second year of her curriculum, and duly passed the medical examination before the University of London. It may safely be predicted that Her Majesty will be the first Queen to add the letters M.D. to her royal style and title.

On December 17th the Fairfield Shipbuilding Company launched at Govan the *Chow Tzi*, a steamer of 1800 tons (gross) and of the following dimensions, length 100 ft., breadth 38 ft., depth 22 ft. 9 in. She is the second of two steamers built by the Fairfield yard for the Scottish Oriental steam-ship Company, and is intended for the China and Straits trade. Her sister ship is the *Wong Koo*.

The Buddhists of Biroshima are making a new departure in religious propaganda. They are establishing a Commercial Bank and a Joint-Stock Weaving Company. The share capital of the former is 200,000 yen, and that of the latter 20,000 yen. The objects are not so much to make large profits as to propagate Buddhism in some mysterious fashion. The first step taken in that direction is not to shun any share to the 'heathen.' The work of the missionaries in Japan seems to have the effect of arousing the spirit of intolerance in a country where it was formerly almost unknown.—Kobé Chronicle.

It is reported in the vernacular papers, says the *Kobé Chronicle*, that a Mr. Akawa, who is now connected with a man of merchants at Shanghai, has received a reward of 40 yen from the Japanese Government. This recipient was until recently an officer in the service at Kobe, and he is said to have been rewarded for finding on board the French mail steamer *Sabine* when it was anchored at Kobé about fifteen months ago, a parcel of three telegrams dispatched by Li King-chang to the Chinese on board. He was rewarded with the other two telegrams as a present. This is the first time that such a sum of any sum telegram having been found. It having been asserted at the time that there was no documentary evidence whatever discovered on the persons arrested.

PIANOFORTES tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

FUNERAL OF A RUSSIAN NAVAL OFFICER.

The remains of Dr. Okolnik, staff surgeon of the Russian flagship *Imperator Nikolai I*, who died in the Government Civil Hospital yesterday, were interred in the Happy Valley Cemetery to-day with full naval honours. The funeral cortège left the Royal Naval Hospital at ten o'clock. A firing party consisting of 200 bluejackets from the *Centurion* and 100 from the *Narcissus*, under the command of Commander Warrender, marched with reversed rifles, followed by the bands of those two men-of-war. The band of the *Centurion* played the Dead March from *Saint* as the funeral proceeded along Queen's Road. The coffin, which was covered with the Russian flag and a number of floral wreaths, was conveyed on a gun carriage drawn by men of the Royal Marine Artillery. The pall-bearers were:—The Commander over Navigating duty on the *Centurion*, Senior Medical officers of the *Centurion*, *Narcissus*, and *Archer*, Fleet Engineer, and Fleet Paymaster on the *Centurion*. A number of the General staff officers and officers of the various Regiments followed immediately after the gun carriage. There were also detachments of bluejackets from the German men-of-war *Kaiser* and *Irene*, and representatives from the Hongkong Regiments. On reaching the cemetery, the firing party drew up on each side of the roadway, and from the gate to the grave the coffin was carried on the shoulders of men of the Royal Marine Artillery. At the grave Rev. St. Aidan Bayles, Chaplain of the *Victor Emmanuel*, read the English burial service. After the coffin was lowered into the grave three volleys were fired by the bluejackets. A large number of beautiful wreaths were afterwards placed on the grave.

RECREATION NOTES.

I was very much disappointed with the Football Club on Thursday, and if they do not play better in their Cup tie than they did with the *Centurion* they may as well bid farewell to their chances of winning the trophy. Thursday's game was not distinguished for any brilliancy. The *Centurion* evidently realized, after the first few minutes, that they had a soft thing, and did pretty much as they liked. Their backs are particularly fine pair; the half-backs are strong enough to break up any ordinary combination of forwards, and the only fault to be found with the forwards is a tendency to indulge in long shooting at goal when they might as well work up the ball together and make sure that the ball found its billet. The score of two goals to nil does not represent the true nature of the play. In the open, the *Centurion* had about three-fourths of the ball, and were only weak in front of goal. They have to thank the Club goal-keeper for giving them one of the goals. Discouraged as they were by the absence of two of their regular team, the Club played a very poor game. Their play was energetic enough, and every man did his utmost to place a point to the credit of the Club, but there was a sad lack of combination, not altogether due to the tactics of the opposing half-backs.

At the start, Fifth and Campbell did some tricky things on the right wing, but that is all that could be said about it. It was tricky but ineffective, and for the greater portion of the game they were more onlookers than participants, the ball being monopolised by the *Centurion*.

Mackay, who was on the outside left, worked hard on the ball.

He attempted to do half-back work, assistant-left's work, and occasional centre-forward's, and once or twice succeeded over to the right wing, the result being that when the other forwards had a chance of passing out to the left he was not in his place to take up the pass.

The Club half-backs played a good game from start to finish. Hooker is a very fine player. At the outset of the game, he did not appear to be at all at home, but improved as the game wore on and was certainly the best man on the Club side. Oliver played hard, but not up to his usual form, and Slade proved a very sure tackler.

The chief fault of the half-backs is that they did not feed their forwards sufficiently, and more often sent the ball to the feet of the Naval backs that amongst their own forwards.

If they can only overcome this tendency, Looker, Oliver, and Slade ought to be as fine a combination of half-backs as there is in the Colony. The backs were exceedingly feeble; time and again they allowed themselves to be over-run by the *Centurion* forwards, and never once cleared effectively. Wood is smart in goal, but might have used his feet with advantage. He could not have scored the first goal, but the second was given away by him. For this he was not altogether to blame, as his backs did nothing to keep of the opposing forwards, who came down upon him before he could clear.

It will be a fairly even game between the Club and A Company, R.B., whom they have to meet to-morrow, but if the Club is in its best form it ought just to pull through. If they don't mind having a word of advice, the Club forwards should try the effect of combined passing instead of trusting to wing play.

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The match last week between Kowloon and A Company, R.B., was a very pleasant one, fast and hard. The Riflemen meant to wipe off the previous week's disaster, and succeeded in making the score nearly equal. Kowloon had the best of the game during the first half, and but for the early shooting of the first division, would have scored frequently. Play during the second period level. The impression of those who saw the game—I did not see it myself—is that A Company will beat the Club. I hear that the Kowloon men are practising as hard as they can, but the team is seriously handicapped by the men being so widely scattered, making it impossible for the team to play together except in matches. This will tell against them in the ensuing tie.

The following paragraph, taken from a London paper, reminds me of an Association international played at Blackbury—I believe it was Blackbury—between Eng-land and Scotland a good number of years ago. It was the last match in which Macaulay, the great Dumbarton goalkeeper (now at Rangoon), kept goal for Scotland. The fog was so dense that the spectators had to be content with occasional glimpses of the ball. England had the better team and kept up the pressure from start to finish, but were foiled in their attempts to score by the phenomenal goal-keeping of Macaulay. Scotland had one break away, scored a goal against the scarcely less doubtable Moon, the Corinthian guardian, and won the match by the single point. But as Kipling says, that is another story. Here is the paragraph:—

The descriptive powers of the sporting press were never more severely taxed than on Wednesday last, when the Oxford and Cambridge Rugby match was played at Queen's Club, West Kensington, in a fog so dense that at no time were both goals distinguishable from any fixed point, while from the stands the opposite side of the ground could not be seen. Only occasionally would a 'scrum' or a boot of passing become visible, and these rare opportunities were made the most of in the published accounts of the game, but much was due to 'information received.' It was distinctly irritating to the majority of the thousands of spectators present to hear through the gloom, showing that a favoured few were enjoying a good bit of play, and to see nothing perhaps but one of the backs peering anxiously into the darkness, or a worried touch-judge bowed down with the responsibilities of his duties. Occasionally dead silence followed by applause signified an injury to a player and his subsequent resumption—intervals more frequent than usual in University matches—while few of the crowd saw the Cambridge try which won the match, and, in the converting of it into the major point, many who witnessed the ball kicked off failed to trace its exciting passage over the half-backs.

Chess players have been busy in Japan, and the championship competitions of the Tokio C.O. and Yokohama C.C. have reached the final stages. The finish at Tokio lies between Messrs. Mason and Walz, the former of whom, if I am not mistaken, was once a leading light in Glasgow chess circles if not the holder of the Championship Cup for a season. At Yokohama, the finalists are Messrs. Griffin and Tenpaku.

I am sorry I can't congratulate the 'Players' on winning the boat-race this afternoon. The race took place over the Regatta course, and was won by the Rifle Brigade crew, who scoop the bullion, \$100.

The boathies will be chuffed with being always behind, but that would not be true of the Hongkong 'force,' which is more go ahead than most police forces.

On this occasion they were only three lengths behind the Ridesmen. Is it correct?

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Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki, Kobe, Inland Sea, Saturday, Feb. 8, at noon. Yokohama and Honolulu).
Peru (via Nagasaki, Saturday, Feb. 22, at noon. Kobe, Inland Sea, and Yokohama).
City of Rio de Janeiro (via Nagasaki, Thursday, Mar. 12, at noon. Kobe, Inland Sea, and Yokohama).

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 8th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Stoners of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND OUTINGS in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domesara, and to Mexico, Central and South America, by the Company and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consignee Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Seated Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, January 25, 1890. 202

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLEBROOK, ANTWERP AND HAMBURG, VIA SUEZ CANAL TO PENANG, SINGAPORE, HONGKONG, SHANGHAI, HIOGO AND YOKOHAMA.

FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT STREAMERS OF THE RICKMERS RICEMILLING, SHIPBUILDING AND SHIPBUILDING COMPANY OF BREMEN.

(SUBJECT TO ALTERATIONS).

Dorothea Rickmers... 3,840 | December.
Doris Rickmers... 3,700 | January.
Maria Rickmers... 5,500 | February.
Helene Rickmers... 3,233 | March.
Sophie Rickmers... 3,249 | April.
Elen Rickmers... 5,500 | May.
Elizabeth Rickmers... 5,500 | June.

FROM THE EAST.

VIA SINGAPORE to HAVRE, BREMEN, and HAMBURG, and other Continental Ports, if sufficient indorsement offers.

(Taking Cargo at through route to ANTWERP, AMSTERDAM and ROTTERDAM).

PROPOSED SAILINGS.

(SUBJECT TO ALTERATIONS).
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THE Steamers are all FIRST-CLASS and are supplied with all the modern Appliances and powerful Engines.

For further Particulars, apply to ARNOLD, KARBERG & Co., Agents.

Hongkong, January 18, 1890. 40

Mails.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ALEXANDRIA, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship PESAWUR, Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY and LONDON, TOMORROW, the 30th January, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. CARTHAGE, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 22nd FEBRUARY, 1890).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcel will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 20, 1890. 138

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 5th February, 1890, at Noon, the Company's S.S. NATAL, Commandant Vernon, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above.

Cargo and Specie will be registered for London, as well as for Marseilles; and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 4th February, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. TOURNARE, Acting Agent.

Hongkong, January 22, 1890. 180

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON, £400.

Excellent accommodation. First class Cabin, Doctor and STEWARDESS offered.

HONGKONG to NEW YORK, £850.

The Railroad travelling is second to none in the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA, \$325.

Rate of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATIONS).

Victoria... 3,167 | Tuesday | Feb. 11.
Hawke... 3,594 | Tuesday | Mar. 10.
Tacoma... 2,549 | Tuesday | April 7.
Victoria... 3,167 | Tuesday | May 5.

THE Steamers are all FIRST-CLASS and are supplied with all the modern Appliances and powerful Engines.

For further Particulars, apply to ARNOLD, KARBERG & Co., Agents.

Hongkong, January 18, 1890. 40

GRIMMELT'S SYRUP OF HYPO-PHOSPHITE OF LIME FOR DISEASES OF THE CHEST.

All suffering from Catarrah, Consumption, Obstinate Coughs or Colds, and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take it.

GRIMMELT'S SYRUP OF HYPO-PHOSPHITE OF LIME Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimmel's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—fact soon demonstrated by an increase of weight and healthy appearance.

Grimmel's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMMELT & CO., Paris, 800 by all Chemists.

For Sale by A. S. Watson & Co., Chemists.

Mails.



NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIQUE PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Karlsruhe... Tuesday | February 4.
Prinz Heinrich... Tuesday | March 3.
Freuden... Tuesday | March 31.
Sachsen... Tuesday | April 28.
Karlsruhe... Tuesday | May 26.
Prinz Heinrich... Tuesday | June 23.

ON TUESDAY, the 4th day of February, 1890, at 9 a.m., the Company's S.S. KARLSRUHE, Captain WALTER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 1st February, 1890, at 9 a.m., and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 3rd February. Contents of Packages are required. No Parcel Receipts will be issued for less than £2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, January 18, 1890. 92

NOTICE.

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